



# THE HONGKONG TELEGRAPH



HONGKONG, TUESDAY, NOVEMBER 1, 1892.

## The Share Market.

**LATEST QUOTATIONS**  
Hongkong and Shanghai Bank.—112½ per cent. prem., sellers.  
The National Bank of China, Ltd.—on £7.10. paid up.—35 per cent. div., sellers.  
The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.  
The Bank of China, Japan & the Straits, Ltd.—\$34, buyers.  
The Bank of China, Japan & the Straits Ltd.—Founders' shares, £20, buyers.  
Chinese Imperial Loan of 1884 B.—24 per cent. premium, sellers.  
Chinese Imperial Loan of 1884 C.—2 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E.—14 per cent. premium.  
Union Insurance Society of Canton—\$82 per share, ex. div., buyers.  
China-Traders' Insurance Company—\$55 per share, sellers.  
North China Insurance—Tls. 240 per share, sellers.  
Canton Insurance Company, Limited—\$105 per share, buyers.  
Yangtze Insurance Association—\$102, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$265 per share, sellers.  
China Fire Insurance Company—\$84 per share, sales and buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$31, sales and sellers.  
China and Manila Steam Ship Company—28 per share, buyers.  
Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.  
Douglas Steamship Company—\$37 per share, sales and sellers.  
The Steam Launch Co., Limited—nominal.  
Hongkong and Whampoa Dock Company—\$76 per cent. premium, sales and sellers.  
Geo. Fenwick & Co., Limited—\$15 per share, sellers.  
Hongkong Hotel Company—\$24, sellers.  
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.  
The Austin Arms Hotel and Building Company, Limited—\$44 per share, sellers.  
The Shamoon Hotel Co., Limited—\$5 per share, sellers.  
Punjom and Sunghie Dua Samantan Mining Co.—\$225 per share, sellers.  
The Raub Gold Mining Co., Limited—25 cents per share, sellers.  
New Inland Mining Co., Limited—\$150 per share, buyers.  
The Balmoral Gold Mining Co., Limited—nominal.  
Tonquin Coal Mining Co.—\$150 per share, sellers.  
The Tebbu Mining and Trading Co., Limited—\$525 per share, ex. div., sellers.  
The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.  
London and Pacific Petroleum Co., Ltd.—nfs. nominal.  
China Sugar Refining Company, Limited—\$155 per share, sales and buyers.  
Luzon Sugar Refining Company, Limited—\$35, nominal.  
A. S. Watson & Co., Limited—\$164 per share, sellers.  
Dakin, Cruckshank & Co., Limited—\$2 per share, sellers.  
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.  
The Kowloon Land Investment Co., Limited—\$8 per share, sellers.  
The Hongkong Land Investment Co., Limited—\$57, sellers.  
The West Point Buildings Co., Limited—\$27 per share, sellers.  
H. G. Brown & Co., Limited—\$24 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company—\$46 per share, sellers.  
Hongkong Rope Manufacturing Company, Limited—\$97½ per share, sellers.  
Hongkong Gas Company—\$100 per share, sales and buyers.  
Hongkong Ice Company—\$67 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.  
The Hongkong Brick and Cement Co., Limited—\$53 per share, sellers.  
The Green Island Cement Co.—\$44 per share, sellers.  
The Hongkong Electric Light Co., Limited—\$24 per share, sellers.  
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
The Hongkong High-Level Tramway Co., Limited—\$35 per share, sellers.

**EXCHANGE.**  
ON LONDON—Bank, T. T. ....2/9½  
Bank Bills, on demand .....2/9½  
Bank Bills, at 4 months' sight .....2/10  
Credits at 4 months' sight .....2/10½  
Documentary Bills, at 4 months' sight .....2/10½  
ON PARIS—  
Bank Bills, on demand .....3/51  
Credits, at 4 months' sight .....3/61  
ON INDIA—  
T. T. ....223½  
On Demand .....224  
ON SHANGHAI—  
Bank, T. T. ....72  
Private, 30 days sight .....72½

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. C. H. Allen. Mr. and Mrs. G. L'oyd  
Mr. R. Bouncken. E. Palm.  
Dr. Burton. Mr. J. F. Matthews.  
Mr. G. C. Cox. Mr. R. de S. Mathurin.  
Capt. Cunningham. Rev. J. M. Mortimer.  
Mr. Geo. Fenwick. M. A. Richardson.  
Mr. W. P. Fish. Sing Major Robbins.  
Mr. C. F. Focken. Mrs. Robbins.  
Mr. Wood Fossick. Mr. F. E. Shean.  
Mr. C. M. Gray. Mr. L. G. R. Smith.  
Mr. & Mrs. D. G. Mr. W. Tarn.  
Greenough. Mr. P. N. Thompson.  
Mr. & Mrs. Hitchcock. Mr. Geo. Turner.  
Mr. Thos. Howard. Mr. J. Watts.  
Mr. A. Laroze. Mr. C. S. Weir.  
Contul and Mrs. von Mr. G. S. Wickham.  
Loeper and maid.

## VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie. Mr. & Mrs. W. Macbean,  
Mr. S. T. Benjamin. children and nurse.  
Captain Benson. Mr. and Mrs. S. V.  
Mrs. Blackburne. Morgan.  
Mr. Hart-Buck. Mr. V. Morgan.  
Rev. R. F. Cobbold. Miss V. Morgan.  
Mr. Cochran. Mr. Chas. C. Malsch.  
Mr. and Mrs. C. C. Mr. H. F. Meyerink.  
Cohen. Mrs. Nierop.  
Mr. J. B. Coughtrie. Mr. A. Ross.  
Colonel Chauncy. Mr. C. Schwenke.  
Mr. W. H. Gaskell. Mr. Taylor.  
Mr. Vorner Meyer.

## VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. Chaudet. Mr. W. R. Needham.  
Major Clayton. Surgeon-Colonel H. F.  
Mr. T. Cowen. Paterson.  
Mr. W. S. Harrison. Mr. and Mrs. Perkins.  
Mr. Morton Jones. Mr. Sparrow.  
Mr. V. Kolof. Mr. Strachle.  
Mr. W. H. R. Loxley. Mr. Geo. L. Tomlin.  
Mr. F. Maitland. Mr. David Wood.

## HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)	
To-day.	
Barometer—9 a.m.	30.08
Barometer—1 p.m.	29.98
Barometer—4 p.m.	29.95
Thermometer—9 a.m.	72
Thermometer—1 p.m.	72
Thermometer—4 p.m.	72
Thermometer—9 a.m. (Wet bulb)	64
Thermometer—1 p.m. (do)	65
Thermometer—4 p.m. (do)	65
Thermometer—Minimum	73
Thermometer—Maximum	73
Thermometer—Mean (over night)	72

## MAILS EXPECTED.

### THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Natal*, with mail on the 30th September, left Saigon on the 30th ultimo at 6 a.m., and may be expected here to-morrow.

### THE AMERICAN MAILS.

The O. & O. S. Co.'s steamer *Belgie*, with mails, &c., on the 6th instant, left Yokohama on Thursday the 27th ultimo, at daylight and may be expected here to-morrow.

The O. & O. S. Co.'s steamer *Peru*, with mails, &c., left San Francisco for this port, via Yokohama, on the 15th ultimo.

The O. & O. S. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 25th ultimo.

### THE AUSTRALIAN MAIL.

The E. & A. S. Co.'s steamer *Guthrie*, from Sydney, etc. left Port Darwin on the 24th ultimo, and may be expected here on the 3rd instant.

### THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver, left Yokohama for Kobe, Shanghai and Hongkong on the 31st ultimo at noon, and is due here on the 8th instant.

## STEAMERS EXPECTED.

The Messageries Maritimes Co.'s steamer *Saghalien* left Shanghai on the 30th ultimo at 4 p.m., and may be expected here to-morrow.

The P. & O. S. N. Co.'s steamer *Canton* from Bombay, left Singapore on the 26th ultimo, and may be expected here to-morrow.

The Austrian Lloyd's steamship *Maria Valeria*, from Bombay, left Singapore on the 26th ultimo, and may be expected to-morrow.

The D. D. R. steamer *Niebo*, from Hamburg, left Singapore on the afternoon of the 28th ultimo, and is expected here on the 3rd instant.

The Navigazione Generale Italiana steamer *Bormida*, from Bombay, left Singapore on the 31st ultimo, and may be expected here on the 6th instant.

The 'Ben' line steamer *Bentley*, from Antwerp and London, left Singapore on the 21st ultimo, and may be expected here on the 6th instant.

## Shipping.

### ARRIVALS.

RIO, German steamer, 1,009, Davidson, 30th Oct.,—Chefoo 25th October, Beans and General.—Wielers & Co.  
ESMERALDA, British steamer, 986, G. A. Taylor, 1st Nov.,—Manila 29th Oct., General.—Shewan & Co.

DON JUAN, Spanish steamer, 654, R. Beltran, 1st Nov.,—Manila 27th October, General.—Brandão & Co.

YUENSANG, British steamer, 1,106, J. Slessar, 1st Nov.,—Newchwang 26th October, Peas.—Jardine, Matheson & Co.

ARRAY ON APCAR, British steamer, 1,302, J. E. Hansen, 1st Nov.,—Calcutta 14th October, and Singapore 25th, Opium and General.—D. Sassoon, Sons & Co.

THALES, British str., 820, H. Bathurst, 1st Nov.,—Tainan 27th October, Amoy 20th, and Swatow 31st, General.—D. Lapraik & Co.

SINGAN, British steamer, 1,050, J. Price, 1st Nov.,—Newchwang, and Chefoo 27th Oct., General.—Butterfield & Swire.

BORNEO, Dutch steamer, 1,490, H. Klein, 1st Nov.,—Jav (Cheribon), 22nd Oct., Sug r.—Jardine, Matheson & Co.

HAIPHONG, French steamer, 874, G. Letell, 1st Nov.,—Haiphong 30th Oct., General.—Messageries Maritimes.

GLENSHIRE, British steamer, 2,240, R. D. Jones, 1st Nov.,—New York 9th Sept., General.—Jardine, Matheson & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

*Mayo*, British steamer, for Shanghai, &c.  
*Ajax*, British steamer, for Amoy, &c.  
*Ferrara*, British steamer, for Swatow, &c.  
*China*, American steamer, for Yokohama, &c.

## DEPARTURES.

October 31, *Chingping*, Chinese str., for Canton.

November 1, *Sherard Osborn*, British str., for a cruise.

November 1, *Glencagles*, British steamer, for Canton.

November 1, *Jacob Diedrichsen*, German str., for Takao.

November 1, *Freijr*, Danish steamer, for Hoihow and Pakhoi.

November 1, *Ningchow*, British steamer, for Shanghai, &c.

November 1, *Swatow*, British steamer, for Haiphong.

November 1, *Moray*, British str., for Shanghai.

November 1, *Breconshire*, British steamer, for Nagasaki, &c.

November 1, *Ajax*, British steamer, for Amoy and Shanghai.

November 1, *Rio*, German str., for Canton.

November 1, *Yuensang*, British str., for Canton.

November 1, *Singan*, British str., for Canton.

## PASSENGERS—ARRIVED.

Per *Don Juan* str., from Manila.—1 European and 13 Chinese.

Per *Esmeralda* str., from Manila.—Messrs. Weir, W. & Co., and 40 Chinese.

Per *Arratoon Apcar*, str., from Calcutta, &c.—Mrs. and Miss Taylor, Miss Primrose, and 260 Chinese.

Per *Singan*, str., from Newchwang, &c.—2 Chinese.

Per *Thales* str., from Taiwanfo &c.—Rev. Mr. Bender and 218 Chinese.

Per *Haiphong* str., from Haiphong for Hongkong.—Messrs. Clén, L. & Co., H. M. Thue-Homberg, and 28 Chinese.

Per *Glenshire*, str., from New York.—Miss E. Hastings, and Mr. John Walls.

## REPORTS.

The British steamship *Singan* reports that she left Newchwang, and Chefoo on the 27th ultimo. Had moderate monsoon and fine clear weather throughout.

The Dutch steamship *Borneo* reports that she left Java (Cheribon) on the 22nd ultimo. Had strong north-east monsoon and high swell with fine weather.

The British steamship *Yuensang* reports that she left Newchwang on the 26th ultimo. Had moderate southerly wind and fine weather to Saddle Island; thence had strong northerly wind with following sea and fine weather until arrival.

The British steamship *Esmeralda* reports that she left Manila on the 29th ultimo. Had strong north-west and north-north-west winds the first part of the passage, and then high sea with moderate north-north-east and north-east gale and high sea to port.

The British steamship *Arratoon Apcar* reports that she left Calcutta on the 14th ultimo, and Singapore on the 25th. Experienced light winds and fine weather to lat. 80° north; from there had strong north-north-east winds and high head sea to lat. 20° north; thence to arrival had fresh north-east to easterly winds with moderate sea and fine clear weather.

The British steamship *Thales* reports that she left Taiwanfo on the 27th ultimo. Had strong north-east winds and high sea to Amoy. Left Amoy on the 30th. Had strong north-east breeze and fine weather to Swatow. Left Swatow on the 31st. Had moderate north-east breeze to port. From Taiwanfo brought on to Amoy 2 Europeans, castaways from steamship *Normand*.

## Post Office.

### A MAIL WILL CLOSE—

For Europe, &c., Australia India via Madras, and Mauritius.—Per *Saghalien* to-morrow, the 2nd instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, and Victoria, B.C.—Per *Empress of China* to-morrow, the 2nd instant at 11.30 A.M.

For Shanghai.—Per *Ningpo* to-morrow, the 2nd instant, at 3.30 P.M.

For Haiphong.—Per *Chusan* to-morrow, the 2nd instant, at 5 P.M.

For Bangkok.—Per *Chowfa* on Thursday, the 3rd instant, at 9.30 A.M.

For Singapore, Penang, and Calcutta.—Per *Wingsang* on Thursday, the 3rd instant, at 11.30 A.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Victoria* on Thursday, the 2nd instant at 11.30 A.M.

For Amoy and Manila.—Per *Esmeralda* on Thursday, the 3rd instant, at 4.30 P.M.

For Swatow, Amoy, and Taiwanfo.—Per *Thales* on Thursday, the 3rd instant, at 5 P.M.

For Europe, &c., &c.—Per *Sachsen* on Monday, the 14th instant, at 2.10 P.M.

## SHIPPING IN HONGKONG.

### STEAMERS.

ASAGAO, Japanese steamer, 1,521, H. Selck, 31st Oct.—Nagasaki 26th Oct., Coals.—Mitsu Bishi Colliery.

BATAVIA, British steamer, 1,661, J. R. Hill, 12th August.—Tacoma 14th July, General.—Dodwell, Carill & Co.

BENGLOE, British steamer, 1,783, R. Farquhar, 28th Oct.—Mrit 22nd October, Coals and General.—Gibb, Livingston & Co.

CHARTERS TOWERS, British steamer, 1,905, A. Murray, 26th Oct.—Kutchino 21st Oct., Coals.—Mitsui Bussan Kaisha.

CHINA, German steamer, 1,114, P. Voss, 28th October.—Salgon 22nd October, General.—Melchers & Co.

CHINA, American steamer, 5,200, W. B. Seabury, 22nd October.—San Francisco 28th Sept., and Yokohama 17th, Mails and General.—P. M. S. S. Co.

CHOWFA, British steamer, 1,057, C. Stopham, 24th October.—Bangkok 17th October, General.—Yuen Fat Hong.

CHUSAN, German steamer, 624, W. Wendt, 30th Oct.—Haiphong 28th October, Rice and General.—A. V. Martz.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, 10th Oct.—Vancouver 18th Sept., Yokohama 3rd October, Kobe 5th, and Shanghai 7th, Mails and General.—Canadian Pacific R. Co.

FAME, British steamer, 117, Captain McIsaac, —Hongkong Government tender.

FORMOSA, British steamer, 674, Hall, 31st Oct.—Tamsui 28th October, and Amoy 29th, General.—D. Lapraik & Co.

INDEPENDENT, German steamer, 1,125, J. Schall, 23rd Oct.—Mrit 17th Oct., Coal.—Wielers & Co.

KUNGHAI, Chinese steamer, 76, Johnson, 29th Oct.—Canton 29th Oct., General.—C. M. S. N. Co.

NINGPO, German steamer, 762, Lehmann, 30th October.—Canton 30th October, General.—Siemssen & Co.

ORRYA, British steamer, 419, J. M. Daly, 23rd May.—Singapore 16th May, General.—Butcher & Swire.

PHRA (HULA) CHOM KLAO, British steamer, 1,012, J. A. Morris, 31st Oct.—Bangkok 21st Oct., and Koh-si-chang 23rd, Rice and General.—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

PROFONDIS, British steamer, 1,387, W. H. Fairand, 1st Oct.—Java 22nd Oct., Sugar.—Arnhold, Karberg & Co.

TAILEE, German steamer, 828, Calender, 1st Oct.—Kobe 25th Sept., Coals.—Meyer & Co.

TEHFRAN, British steamer, 1,671, C. H. J. T. Cour, 26th Oct.—Bombay 3rd Oct., and Singapore 18th Oct., General.—P. & O. S. N. Co.

VICTORIA, British steamer, 1,991, John Pantoni, R.N.R., 29th Oct.—Tacoma 28th Sept., Yokohama 20th October, and Kobe 23rd, General.—Dodwell, Carill & Co.

WINGSANG, British steamer, 1,517, A. de St. Croix, 28th Oct.—Calcutta 8th October, Penang 17th, and Singapore 20th, General.—Jardine, Matheson & Co.

### SAILING VESSELS.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May, Kerosene Oil.—Reuter, Brockelmann & Co.

FLSE, German ship, 1,375, H. Bremers, 15th August.—New York 3rd April, Petroleum.—Arnhold, Karberg & Co.

ERLKONIG, Chinese bark, 457, Opium Examination hulk, Stoncutter's Island.—Chinese Customs.

E. SOULE, American bark, 1,443, Ballard, 14th Sept.—Newcastle (NS.W.), 23rd July, Coals.—Geo. R. Stevens.

ISAAC REED, American ship, 1,480, F. D. Waldo, 14th August.—New York 4th April, Kerosene Oil.—Reuter, Brockelmann & Co.

JESSANDA, German bark, 883, A. Oeszelmann, 21st Sept.—Hamburg 20th April, General.—Arnhold, Karberg & Co.

J. Y. ROBBINS, British schooner, 178, Crooby, 11th Sept.—New York 10th May, Petroleum.—Order.

NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-ong, 24th August.—Yee-on 11th Aug. Timber.—Yung Kee.

PENSHAW, British bark, 727, Wood, 2nd Oct.—Calcutta 22nd August, and Canaga 19th Sept., Timber.—Gibb, Livingston & Co.

SACHERM, American ship, 1,337, Wm. H. Gould, 29th Sept.—New York 24th May, Oil.—Shewan & Co.

SANTA CLERA, American ship, 1,474, R. W. Fuller, 4th Sept.—New York 23rd April, Kerosene Oil.—Jardine, Matheson & Co.

SANTA RUZ, American schooner, 92, H. W. Rinke, 19th Oct.—put back, General.—Wielers & Co.

Printed and Published by ROBERT FRASER SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.



## Shipping.

## STEAMERS.

**DOUGLASS STEAMSHIP COMPANY,  
LIMITED.**  
**FOR SWATOW, AMOY AND TAMSUI**  
The Company's Steamship

"FORMOSA,"  
Captain Hall, will be despatched for the above  
ports, TO-MORROW, the 2nd instant, at Day-  
light.  
For Freight or Passage, apply to

Hongkong, 1st November, 1892.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).  
The Company's Steamer  
"CHOW FA,"  
Captain C. Stonham, will be despatched for

For Freight or Passage, apply to  
**YUEN FAT HONG**  
Agents,  
Hongkong, 31st October, 1892.

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**"SHIRE" LINE OF STEAMERS.**

**"DENBIGHSHIRE,"**  
Captain Vyvyan, will be despatched as above  
about FRIDAY, the 4th November, next.

as previously advertised.  
For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.**  
Agents,  
Hongkong, 24th October, 1892.

FOR NEW YORK, VIA SUEZ CANAL.  
The Steamship  
"GHAZEE"

For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
Agents.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY.**

"AIRLIE,"  
Capt. Ellis, will be despatched for the above  
ports, on TUESDAY, the 8th November,  
1914.  
This well-known Steamer is specially fitted  
for the above trade.

s, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.  
Hongkong, 27th October, 1892. [10

FOR NEW YORK.  
HE 3/3 L. I. I. British Ship.

"J. Y. ROBBINS,"  
 Master, will load here for the above,  
 and will have quick despatch.  
 For Freight, apply to  
**SHEWAN & Co.**

## Consignees

**"MOGUL" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**

FROM GLASGOW, LIVERPOOL AND  
STRAITS.

UNSIGNEES of Cargo are hereby informed that all Goods are being landed at the into the Godowns of the Hongkong and

Woon, whence and/or from the wharvevery may be obtained.

ce to the contrary be given before Noon  
MORROW.  
No claims will be admitted after the Good

be left the Godowns, and all Goods remaining  
delivered after the 7th prox., will be subject  
ent.

ed to the Undersigned on or before the 7th  
or they will not be recognised.

le left in the Godowns, where they will, be  
mined on the 7th prox., at 3 P.M.  
A Fire Insurance has been effected.

Orders of Lading will be countersigned by  
**DODWELL, CARLILL & Co.,**  
Agents.

**"SHIRE" LINE OF STEAMERS.**

**S. S. "BRECONSHIRE,"**

AND STRAITS,  
CONSIGNEES of Cargo are hereby informed

into the Godowns of the Hongkong and  
Shanghai Wharf and Godown Company, and

Additional cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO

No Claims will be admitted, after the Goods have left the Godowns, and all Goods remaining

Claims against the Steamer must be pro-

broken, chafed, and damaged Goods are to  
left in the Godowns where they will be

Fire Insurance has been effected.  
Bills of Lading will be countersigned by

Agents.  
Hongkong, 28th October, 1892. (1894)

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## Intimations.

## GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

## The Analyst's report:—

"It is of unexceptionally good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.

Victoria Dispensary,

Queen's Road Central.

Hongkong, 17th October, 1891. [30]

A. S. WATSON & CO., LD.

## SEEDS.

OUR SECOND and LAST SHIPMENT for this Season of VEGETABLE and FLOWER SEEDS having arrived we strongly advise customers in order to prevent disappointment to book their orders at once for all seeds required for late sowing.

This Shipment contains many NEW KINDS highly recommended for this climate.

## FERMINGERS'

## MANUAL OF GARDENING

## FOR THE TROPICS.

This work is alike interesting to the student of botany and practical Gardener and comprises a large number of Plants which for the convenience of reference are arranged in separate groups and are headed with their ordinary and botanical names. The cultivation of FLOWERS, VEGETABLES, FRUIT TREES, &c., is practically dealt with and PRUNING, GRAFTING and MANURING thoroughly explained.

Price \$5.00.

## CLAY'S FERTILIZER.

A High Class FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in lbs containing 10lbs. each...\$1.50.

25lbs. ....\$4.00.

Special quotations for large quantities.

## RANGLAND'S NEW PARIS

## LAWN MOWERS.

\$17.00 each.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 15th October, 1892. [4]

## The Hongkong Telegraph.

HONGKONG, TUESDAY, NOVEMBER 1, 1892.

## THE IMPERIAL MARITIME CUSTOMS AND LEVIN.

It may interest a very large number of people interested in the trade of China to know that since the signing of the Anglo-Chinese Treaty of Tientsin, the only system of collecting duties and duties in vogue at the Treaty Ports is that which has been so ably inaugurated and perfected by Sir ROBERT HART. But, however well the Imperial Maritime Customs organization has satisfied the Imperial Government, and however much merchants and shipping firms generally appreciate the facilities afforded by the Customs officials, there can be no doubt that the provincial authorities have always been very jealous of the Foreign Inspectorate. We need not go far afield for the reason. It is that at ports and trade centres not open by treaty to foreign trade the collection of duties is in the hands of the local officials, who, after paying themselves and their retinue of clerks and hangers-on, remit to their superiors such sums as may not have melted away while filtering through their delicate fingers. No regular or audited returns or accounts appear to be kept, and so long as the "Higher Authorities" receive something not too far below their estimates, they are satisfied—and probably think themselves lucky. But the opening of a port to foreign trade, the establishment of Consulates, and what is of more consequence to the local officials, the establishment of a branch of

the Foreign Inspectorate (through which thenceforth all dues must be paid, so far as foreign trade is concerned) is quite another affair, for then regular returns will be published, proper accounts kept, and the amount of duties collected will in due course be remitted to the Central Government.

Now, if the Central Government made—as it was no doubt intended by the framers of the Tientsin Treaty that it should do—adequate returns to the provincial authorities for what they have lost by the changed order of things, the latter, though they would much regret the innovation (which would deprive them of "squeeze"), would still be able to adapt themselves to circumstances. But the Central Government, while profiting from the largely enhanced revenue collected by its foreign employees, has made no return to the provincial and local authorities, who, perhaps naturally enough, therefore resort to all kinds of schemes and devices to make good what they set down as losses, their *modus operandi* including the imposition of *lekin*, *li-shui*, and various other illegal taxes on foreign trade. The immense injury caused to commerce by the anomaly of two practically opposition Custom Houses in one country—for that is what the whole thing amounts to—is manifest, and to it is to be credited in a great measure the falling off of the export trade of China. If, on the other hand, Chinese provincial and local officials respected some benefit from foreign trade, they would naturally do all they could to assist foreigners in developing trade generally—both in foreign and native articles of commerce.

The comparatively recent action of the Taotai of Hainan, whose seat of government is at Hoihow, and who has been undoubtedly supported by the Viceroy of Canton, shows that official utter ignorance of or disregard for treaty obligations. It may be set forth briefly thus:—Some years ago he authorized the seizure by *lekin* officers of a shipment of live pigs (the property of a British firm) which were shipped under a Customs permit. He paid no attention to the remonstrances of the British Consul, but even went so far as to sell the whole consignment of pigs, and contrived very adroitly to delay the payment of compensation. In the meantime he maintained a *lekin* guard-boat between the Customs offices and the shipping in the roadstead, and compelled all boats carrying pigs—though covered by a Customs permit—to go alongside his guard-boat, and if it were found by his officers that the porcine consignment was not also covered by a *lekin* receipt, the boat and cargo were promptly confiscated. When compelled, at the instance of the Foreign Office, acting through the British Minister at Peking, to effect restitution, the Taotai at once issued a proclamation setting forth that it was optional on the part of shippers whether they paid *lekin* or Customs duties! Strange to say the Commissioner of Customs appears to have received orders from Peking to accept *lekin* receipts in lieu of Customs duties and on the strength of the same to grant a permit to ship! The Taotai, however, has even gone further and issued another proclamation, setting forth that while Chinese can get off with the payment of *lekin*, foreigners must pay Customs duty as of yore.

The complete illegality of this new departure is, of course, beyond dispute, and the British Consul has protested to the Taotai and placed the whole matter before her Majesty's late Minister at Peking. Seeing, however, that the principle involved is of the most vital importance to foreign trade in China and of considerable moment to Hongkong, it would be well if the local Chamber of Commerce took the matter up and made such urgent representations in the proper quarters as the nature of the case and the protection of British trade interests would appear to so imperatively demand.

## TELEGRAMS.

## THE FIRST LIFE GUARDS AND THE ARMY SERVICE CORPS.

LONDON, October 22nd.

Eight non-commissioned officers of the First Life Guards have been dismissed the Service in connection with the recent saddle-cutting. Consequent on this dismissal there is great excitement in the regiment.

Two men of the Army Service Corps, for the same offence, have been sentenced to one year's imprisonment and to be dismissed the Service with ignominy.

## THE CHICAGO EXHIBITION.

At the dedication service of the buildings forming a portion of the Chicago Exhibition, there were present the largest gathering of notables ever assembled together in the United States. Delegates were present from every nation.

[Where is Annot Reid?]

## THE UGANDA QUESTION.

October 29th.

Writing with reference to the proposed abandonment of Uganda, Lord Salisbury states that the late Government always contemplated retaining possession of that district.

## (From El Comercio.)

## THE "BOKHARA" DISASTER.

MADRID, October 31st.

Violent storms on the coast; several losses among the fishing fleets of Valencia and San Sebastian; the steamer *Bonhara* (sic) wrecked on the Fisherman (Pescador) Island, with loss of 120 lives.

On the 25th October the *Comoro* has this note:—A friend acquainted with shipping affairs informs us that, whereas our telegram of Sunday appeared to imply that a steamer called the *Bonhara* had been wrecked on the Spanish coast, he believes that the report must refer to the loss of the P. & O. steamer *Bokhara*, which left Shanghai for Hongkong a few days ago, and was lost on Pige-

dore Island, in the Formosa Channel. The *Bokhara* was about 2,940 tons, and was built in 1873 in Greenock; 351 ft. 6 in. long, 39 ft. deep, and 29 ft. broad. As the telegram reports 120 lives lost, there must have been some passengers, as the ship's company would not be more than 90 or 100. On Sunday (15th Oct.) it was known here that the ship was four days out, and it was concluded that she must have encountered the typhoon which passed along the Philippine coast at that time. It now appears that this was the vessel reported lost, as the Hongkong papers received to-day per *Emeralda* confirm the sad news. We take from them the following:—"Swatow, 17th Oct.—The steamer *Bokhara* is a total loss near Sand Island, in the Pescadores. She sank immediately, tremendous seas having broken on board and put out the fires; 125 lives lost, and only 23 saved." [From the telegraphic absurdity above it would appear that the Spanish steamer must be also manipulated by Reuters.—Ed., H. K. T.]

THE COLUMBIAN CENTENARY IN SPAIN. The festivities at Barcelona, in commemoration of the fourth century of the discovery of America, have terminated in riots, shooting, and wounding.

## THE SPANISH NAVY.

October 24th.

Senior Beranger, Minister of Marine, has resigned.

## THE HERO OF SPAIN IN DANGER.

The celebrated bull-fighter Reparato has been injured in the Seville bull ring so badly that his condition is thought to be dangerous.

## SHANGHAI AUTUMN RACES.

SECOND DAY, 1ST NOVEMBER, 1892.

(By Telegram.)

THE NORTHERN CUP, value \$1,100; for China ponies; weight for inches as per scale; entrance, \$1. 5. Half a mile.

Mr. Harvey's ch. Sterling, 11st. 11b. .... 1  
The SHANGHAI ST. LAGER, a sweepstakes of \$1,100 each, with \$100 added; first pony to receive 75 per cent; second pony to receive 15 per cent; third pony to receive 10 per cent; for China ponies; that have never been raced previous to the 1st January, 1892; weight, 10st. 7lb.; ponies over 14 hands to carry 11lb. extra for every inch over; winners of one race, 5lb. extra; two or more races, 10lb. extra. One mile and three quarters.

Mr. Buxey's gr. Enthusiast, 10st. 12lb. (incl. ch. ex.) ..... 1  
Mr. D. E. Sassoon's ch. Lightning, 11st. 3lb. (incl. 10lb. ex.) ..... 2  
Mr. Frederick's br. Beekeeping, 10st. 12lb. (incl. 5lb. ex.) ..... 3

THE ECLIPSE STAKES, a sweepstakes of \$1,100 each, for China ponies; weight for inches as per scale; winners at this meeting, 7lb. extra. One mile.

Mr. John Peck's gr. Merry Thought, 11st. 11b. .... 1  
THE CHINA CUP, value \$1,100; for China ponies, being *bona fide* griffins at date of entry, that have never been in Shanghai prior to 1st August last; weight for inches as per scale; winners 5lb. extra; entrance \$1. 5. One mile.

Mr. Toog's d. Yarra, 11st. 7lb. .... 1  
THE AUTUMN CUP, value \$1,100; for China ponies; weight for inches as per scale; entrance, \$1. 5. Three quarters of a mile.

Mr. Nicholas's b. Mammy, 11st. 11b. .... 1  
THE LLAMA MIAU STAKES; value \$1,100; for China ponies; weight for inches as per scale; winners of one race, 3lb. extra; if two or more races, 7lb. extra; griffins at date of entry allowed 5lb.; entrance, \$1. 5. Two miles.

Mr. Harvey's br. Timekeeper 10st. 12lb. (incl. 5lb. extra) ..... 1  
The PAODUA CUP, value \$1,100; second pony, \$150; for China ponies, being *bona fide* griffins at date of entry; weight for inches as per scale; winners of the Whampoa Stakes 7lb. extra; entrance, \$1. 5. One mile and a half.

Mr. Common's bl. Patroness, 10st. 12lb. .... 1  
THE SHANGHAI STAKES, a forced entry of \$1,100 for all ponies entered at this meeting, except those in the Hack Stakes; first pony to receive 75 per cent; second pony 15 per cent; third pony 10 per cent; weight for inches as per scale. One mile and a half.

Mr. Sassoon's sk. Hero, 11st. 7lb. .... 1  
THE MONGOL CUP, value \$1,100; for China ponies, being *bona fide* griffins at date of entry; weight for inches as per scale; winners of one or more races of over a mile, 7lb. extra for each race won; entrance, \$1. 5. One mile and a quarter.

Mr. Frederick's br. Beekeeping, 11st. 11b. .... 1  
H.M.S. *Servius* was docked at Nagasaki on the 25th ult.

THE Scottish Oriental Co.'s steamer *Chow* was undocked at Swatow-put this morning.

H.M.S. *Flour* returned to Singapore from the Annam Islands on the 21st ult. and left again for Malacca on the 24th.

THE H. Watson barque *Helix Brewer*, from New York to Hongkong, passed through the Ball Strait on the 13th October.

A FRENCH MILITARY post at Thac-hat, in the Hongkong coal mine region, was attacked by pirates on the 24th, at night, and the commander killed.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of Japan*, from Hongkong 8th October, arrived at Vancouver at midnight on the 30th.

THE *Rising Sun* says that the German steamer *Kail* has been ashore somewhere on the Russian coast, and is shortly expected at Nagasaki to undergo repairs.

The agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" *Levi* steamer *Bushell*, from Antwerp and London, left Singapore yesterday, for this port.

A REGULAR meeting of Zeland Lodge No. 125, will be held in Freemasons' Hall, Zeland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

A NOTICE has been issued by the Japanese authorities to the effect that European messengers would be accepted and delivered at the Moji telegraph station on and after the 1st instant.

MR. LUKER.—Excuse me, Miss Snapper, but I have long sought the opportunity to tell Miss Snapper—never mind the preamble, Mr. Luker, run right in and ask her. He's been repeating this would come for the last two years.

THE Douglas steamship *Thales*, Captain H. Bathurst, which arrived here from Formosa to-day, reports that she carried the two *Normand* survivors from Taiwan, where they had been landed by the *Formosa*, to Amoy, whence they came on to Hongkong in the latter vessel as reported in yesterday's issue.

The following Soudan alush is sung by the public-school children of New South Wales as the second verse of "God Save the Queen":—  
For Sunny New South Wales  
Whatever the assailant's sword or spear  
And should our fathers' land in dire distress  
We'll join with heart and hand to save our Queen.

MAILS Due:—  
Shanghai (Sundalian) 2nd inst.  
American (Belgie) 2nd "  
French (Natal) 2nd "  
Bombay (Canton) 2nd "  
Bombay (Maria Valeria) 2nd "  
Australian (Guthrie) 3rd "  
Bombay (Bormida) 5th "  
Canadian (E. of India) 8th "

TALK about travelling! Talk about "flyers"! Talk about records! Why, the *Empress of Japan*—knocks spots out of almost every ship afloat. She left Hongkong at noon on the 8th and got into Vancouver harbour (after battling with what is now known as the *Bokhara* typhoon, and calling at Shanghai, Kobe and Yokohama) at midnight on the 30th October. Now, if that isn't travelling what is?

It is reported that leprosy prevails widely among the estate coolies in Dell. Those suffering from this loathsome disease flock into the towns, where their numbers alarmingly increase, in consequence of no adequate lazaret being available. The *Dell Courier* feels uneasy at seeing so many lepers begging in the streets, and urges the Government to devise measures to ward off the danger by providing better hospital accommodation.

COAL would seem to be an extraordinarily cheap commodity in Japan. A Japanese newspaper says that notwithstanding the approach of the winter the price of coal at Tokyo is said to be declining in consequence of over supply. The Tanko Railway Co. is selling its Hormati coals at  $\yen 15.00$  per 10,000 lbs., or  $\yen 2.50$  per ton. The other merchants have cut down their prices, but will be unable to compete with the Tanko coals.

THE *Bangkok Times* of the 10th inst. says:—Mr. C. Preston Gibbons, the chief agent of the Sapphires and Rubies Company and the Gold Fields of Siam Ltd., who is leaving shortly for England, is taking home with him several large samples of the ruby-producing strata of various values on the company's concession, for the purpose of putting through washing machines, which it is contemplated to bring out to this country to substitute for Burmese labour, and thus, before shipping the machines, that they will do the work required of them here.

THE departure of the American mail steamship *Chilse* having been postponed till midnight, the following hours will be observed in closing the mails to-day (1st), instead of those previously notified:—

Registration ..... 4.45 p.m.  
Letters ..... 5.00 p.m.  
Letters and the day's newspapers may then be posted in the Night Box till 8.30 p.m. The Office will be open from 8.30 to 9 p.m., during which time correspondence with 10 cents late fee may be posted.

FOR some years past, says the *N. C. Daily News*, charitable Chinese have had an establishment in Hongkong and, during the cold weather principally, supplied food to indigent natives. The directors of the Yuen Chi Sen Yung when are Mr. Tong Mow-chie and Mr. Tung Sen-cho, have acquired a piece of land in Hongkong and are building suitable houses on it and propose to feed, clothe and supply medical aid to those in need and bury those who die. As this requires money, the Directors now come before the public and ask contributions towards defraying the expense.

THE *Nagasaki Express* of October 26th says:—The German steamer *Amoy*, which was the first to have the whole of her bottom damaged through running on a sunken reef in the Amoy river, came off the Mitsui Light Co.'s Slip yesterday, after having undergone thorough and most effective repairs. The *Amoy* is a fine new steel ship, otherwise she would never have been worth the great expense that has been incurred in putting an entirely new bottom in her, and to-day she is in every respect as good a vessel as when she was launched. She will go out for a trial trip in a few days.

TO-DAY'S SHIPPING RETURNS.

Inward.

Rio ..... steamer, from Cheloo.  
Emeralda ..... " " Manila.  
Don Juan ..... " " Manila.  
Yuanang ..... " " Newchwang.  
Arratoon Apar ..... " " Singapore.  
Thales ..... " " Swatow.  
Singan ..... " " Cheloo.

Aggregating 7,017 tons, register.

Outward.

Chingping ..... steamer, for Canton.  
Glendalagh ..... " " Canton.  
Jacob Dreditch ..... " " Takan.  
Yuanang ..... " " Hongkong.  
Arratoon Apar ..... " " Singapore.  
Thales ..... " " Swatow.  
Singan ..... " " Cheloo.

Aggregating 8,215 tons, register.

ONE of the largest foreign cities in America is Chicago. The British consul at that windy village, in his annual trade report, which has lately been issued by the British Foreign Office, gives some statistics, past and present, which are suggestive. The city is not 60 years old. Sixty years ago the whole of the State of Illinois where Chicago now is, was a wild prairie, inhabited solely by the Indian and buffalo, visited by only an occasional pioneer. In 1830 the population of Chicago consisted of 70 persons; in 1832 it had increased to 200, and in 1833 to 350. In 1837 it was incorporated as a city; it comprised but a very small part of its present site, and a census then taken showed 4,770 inhabitants. In 1850 the population was 29,993; 10 years later, 112,172; in 1870, 226,977; in 1880, 503,181; and in 1890, 1,033,629, an increase of 705,448 in ten years. The city is still increasing, and now contains about 1,500,000 inhabitants. Yet progress was interrupted 21 years ago by a fire, which reduced to ruin 2,500 acres of the heart of the city, levelled 17,450 buildings, and rendered 95,000 persons homeless, while some 200,000 lost their lives. When the census was taken in 1890 the population was composed of 252,463 Americans, 384,958 Germans, 215,534 Irish, 54,209 Bohemians, 52,750 Poles, 45,867 Swedes, 44,015 Norwegians, 23,781 English, an increase of 705,448 in ten years. The city is still increasing, and now contains about 1,500,000 inhabitants. Yet progress was interrupted 21 years ago by a fire, which reduced to ruin 2,500 acres of the heart of the city, levelled 17,450 buildings, and rendered 95,000 persons homeless, while some 200,000 lost their lives. When the census was taken in 1890 the population was composed of 252,463 Americans, 384,958 Germans, 215,534 Irish, 54,209 Bohemians, 52,750 Poles, 45,867 Swedes, 44,015 Norwegians, 23,781 English, an increase of 705,448 in ten years. 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October 13th.  
A reply has been sent by the Government of India to the Darjeeling tea planters who memorialised on lines opposed to the Currency Association.

It is strange, says the *Observer*, that nothing whatever has yet been heard in India of the composition of Lord Herschell's Committee. This absence of news must, we should imagine, occasion considerable surprise to the Government of India who are most deeply interested in matters which the Committee will deal with. The date of the assembly is also unknown.

At to-day's Legislative Council, the Select Committee's report on the Private Estates Bill, and the Lower Burma Towns Bill were presented. Bills were introduced to provide for the execution in British India, of capital sentences passed by British Courts in Native States, and for the levy of tolls on the Landowners Bridge.

CALCUTTA, October 14th.  
The Bombay Municipal Executive Engineers have issued notices to two hundred and eighteen owners of houses in a dangerous condition to pull them down.

LONDON, October 14th.  
A meeting representing thirty thousand cotton operatives was held at Oldham yesterday, at which the proposed reduction of wages by the masters was rejected. The operatives of other towns have resolved to contribute towards the support of the strike.

October 21st.  
Count Von Caprivi has presented to the Federal Council a bill for an increase to the German Army of sixty thousand men.

### LATE NEWS.

LONDON, September 28th.  
A powerful syndicate, of which Lord Randolph Churchill is chairman, has been formed to exploit the Transvaal and Mashonaland.

The report that the Socialist Liebknecht is to be expelled from France is now denied.

It is reported that Count d'Aubigny, French Minister in Morocco, who is proceeding with a French mission to the Sultan at Fez, is meeting with serious difficulties from the Moorish officials on the route, and it is believed that he will return to Tangier and there await an explanation from the Sultan.

It is reported that Mr. Gladstone has invited the Venerable Archbishop Howells of Worcester and St. Asaph, to propose a scheme for the disestablishment of the Church in Wales which will be acceptable to the Welsh clergy.

M. Paderewski, the celebrated pianist, is now in Paris, suffering from a serious attack of rheumatic fever.

Commission and insurance rates are hardening daily in London.

A telegram from the Earl of Kintore to the Marquis of Ripon, denying the statement made concerning the reported deficit in South Australia, and stating that a small surplus is expected at the end of the financial year, has been published.

Sir Edward Blyden, Agent-General for Sierra Leone, has published an article in *Blackwood's Magazine* on the Transvaal and Mashonaland.

He states that the silver mines of that colony are regarded as more phenomenal in point of wealth than even Broken Hill, and he considers that there are likely to be fully 60,000 people at Mount Zeehan and Dundas by the end of the present year.

Dr. Scott Sanders, who was charged with having committed extensive forgeries in the name of Messrs. Lowndes Bros., has been committed for trial.

The London County Council has decided to try the experiment of dispensing with contractors in carrying out its works, and organising a direct employment of workers under Trades Union conditions.

The old-established Jerusalem Shipping Exchange has been merged into the London Shipping Exchange.

The Jerusalem Exchange, situated in Cowper's, Cornhill, originated in the Old Jerusalem Coffee House, so well known in the time of the "Honourable East India Company." In those days the officers and captains of the Company congregated to compare notes of their adventures with the French and Dutch, while merchants and shippers from those lately returned from the East.

But since the development of telegraphy all this is changed. Still, merchants and shippers continue to meet every day at 4 p.m. to transact business and arrange freights, without the romance of the old days. It is stated that many ships have been loaded in one day by bargains made at the "Jerusalem." Amongst the records to be found at the "Jerusalem" are many things to interest the antiquarian and historian. For instance, memoranda of the capture of St. Helena in 1805, the account of the eight ships that sailed from Plymouth for that island with Buonaparte in 1815, besides numerous accounts of the engagements of the East India Company's fleet with the French and Dutch men-of-war. There are also chronicled the high charges for freight to those days, the instructions given by the directors of the "Honourable Company" to commanders regarding religious observances on board each ship, and the details of the uniform worn from time to time by the officers, as well as many other matters which would interest the painter as well as the historian.

Mr. Allen, secretary of the Marriage Law Reform Association, is urging upon the Colonial Agents-General to agitate for a reform of the marriage laws so that all marriages legally celebrated in the colonies may be recognised in Great Britain.

It is reported that the Gladstone Government in 1885 (before Mr. Gladstone had announced his conversion to Home Rule) caused the historical split in the Liberal party) ordered Sir Robert Hamilton, who was then Under-Secretary for Ireland, to draft a scheme of Home Rule.

September 29th.  
The mortality in Hamburg showed a further slight decrease yesterday, fifty-three deaths being reported as compared with fifty-seven on Tuesday.

A new method of treatment of the disease which has been adopted, the principle of which is to produce perspiration, is reported to be proving very effective.

The disease is decreasing at Boulogne, in France.

Messrs. Gilbey and Co.'s report, published in the *Times*, states that the French cereal vintage of 1892 is a good one, although the crop was only half the average. The vines are stated to be generally in a healthy condition.

Mr. Abington (George Bain) has paid a retaining fee of £10,000 to J. Watts, the crack English jockey, for the first call on his services for a period of three years.

John Osborne, the veteran English jockey and trainer, has been presented with a purse amounting to 3,000 guineas on his retirement from the turf.

Sir Edward Blyden, Agent-General for Sierra Leone, has accepted the chairmanship of the Hobart Tramway Company, in compliance with a cable message received from the late Premier, Mr. Fyfe, who also authorised him to accept a position on the directorate of the Great Northern Railway Company of Tasmania when the company is formed.

The Post Office authorities have definitely declined to renew the contract for the conveyance of mails to New Zealand and Australia by

the San Francisco route except under the Postal Union rates. Mr. Percival, Agent-General for New Zealand, and Mr. King, will interview the Postmaster-General, Mr. Arnold Morley, on the subject.

The large dealers and stockbrokers declare that colonial stocks to the amount of £4,000,000, which have been taken up, are still undigested, and they will, therefore, abstain from subscribing to the proposed new South Australian loan.

The smaller dealers, however, are more favourable to the proposed loan, if it should be issued at a low price.

Financiers in the city hold that if the dividend tax proposed by Sir Graham Berry, Colonial Treasurer of Victoria, is made to apply to the public debt it will virtually close the English market to colonial loans. A tax on any dividends is strongly resented.

Mr. Josiah McCarthy's advisory committee is appealing to the people of Australia for funds to sustain the Parliamentary movement of the Irish Nationalists.

It is reported that Mr. John Morley, Chief Secretary for Ireland, contemplates purging Dublin Castle of all the permanent officials now holding office.

Mr. H. H. Asquith, Home Secretary, has ruled that the holding of public meetings in Trafalgar Square, which has been prohibited for some time past, is quite legal.

It is reported that the Government are about to appoint a commission to inquire into the question of rents of agricultural holdings in Wales.

Latest news from Morocco states that the death of the Sheriff of Wazam has a prejudicial effect on French influence in that country.

It is reported that henceforth the Guards and other corps known as the Household Troops will take their turn with the other regiments on foreign service.

Alderman Stuart Knill was to-day elected Lord Mayor of London for the ensuing year. Alderman Knill is, however, a Roman Catholic, and on conscientious grounds he refuses to attend the Protestant churches on occasions of ceremony in connection with the corporation, but he expresses his willingness to appoint a substitute. The matter has caused considerable excitement in London, and the announcement of the election of Alderman Knill was received with great shouting and uproar. The new Lord Mayor was subjected to a good deal of "heckling," and several of the speakers on the occasion predicted a return of Popery in England.

September 30th.  
Very little popular interest is being taken in the forthcoming election for the Presidency of the United States, for which Mr. Harrison and Mr. Cleveland have been nominated by the Republican and Democratic parties respectively.

The report of the London School Board shows that the free education scheme introduced by the late Government has only increased the attendance at the schools by a mere fraction.

The Mexican Government is making proposals for a reciprocal trade agreement with Canada.

It is announced that the dues levied on ships passing through the Suez Canal will be reduced to half a franc per ton in January next.

The elections which have taken place in Natal have proved adverse to the scheme of responsible government claimed for that colony. Fourteen opponents of the scheme having been returned, and only ten supporters of responsible government.

The Russians have released one of the British sailing vessels recently seized in Behring Sea, and there are signs that they are "climbing down" from the position lately taken up as to the right to seize all sealers in what they claim as the Russian portion of Behring Sea.

It has now transpired that the amount of the retaining fee paid by Mr. Abington to the crack English jockey, J. Watts, for first call on his services for a period of three years, is only £10,000, not £20,000 as previously stated.

The police in Vienna have arrested a man believed to be "Jack the Ripper" who committed a number of atrocious murders in Whitechapel some time ago. The person arrested is an American named Alois Symonds, and is 34 years of age.

### THE TRANS-PACIFIC TRADE.

Apparently there is to be another line started between the Far East and the Far West, under the auspices of the Great Northern Railway Co. of the United States. The *Tacoma News*, referring to the subject, says:

"Ever since the recent, briefest and most promising of later-day trans-Pacific routes, an advertisement in the *Financial* of last week which is interesting reading to those who think that Tacoma is the pet and favoured child of the Northern Pacific railroad. The Northern Pacific officials do not stand loyally by the interests of their road whenever a personal interest leads in another direction. If the sole object of Northern Pacific officials was to make richer the Northern Pacific railroad, N. P. might bring a higher figure on charge and the wires might be relieved of their daily burden of protracted delays in N. P. and necessary re-connection in the Villards. In a list of the stockholders of the Everett Land Company, published in the *Financial*, appear some names of N. P. R. directors or leading officials."

"No one can have reason to complain of such advertisements excepting those who own Northern Pacific stock, and those who own Great Northern stock have particular reason to be pleased with the following boom for the Great Northern railroad, which ends the advertisement."

"New York to Japan and China, via Great Northern to Everett and its steamship line to Japan will be over 600 miles less than via San Francisco, while the wonderfully low grades of the Great Northern will enable it to haul from two to two and one-half times as much as any other trans-continental railway. Which line will commerce take?"

### TO FAR CATHAY.

V.  
THE OPENING OF CHINA AND JAPAN.

Free trade with China was only really established, as we have seen, in 1842, but it was only a limited kind after all until after the Crimean War. It is still limited, as a matter of fact, to certain ports, but the Treaty of Yankin limited it to five ports. That Treaty also forbade foreigners from entering the City of Canton and compelled them to carry on their operations outside, at great inconvenience. The City of Canton had to be opened as soon as it was thought prudent, but the Chinese Government, after their usual manner, found all sorts of pretexts for not completing this arrangement.

At last Lord Palmerston lost patience at the evasions and wrote the famous despatch, in which occurs the passage—

"The faithful performance of treaty engagements by sovereigns is the security for peace between nations. The Queen of England has fulfilled her treaty engagements to the Emperor of China. The Emperor of China has not fulfilled his treaty engagements to the Queen of England. Why has the Emperor broken his word? Is it because he is unwilling to keep his engagements, or because he is unable to do so? If he is unwilling to keep his engagements how can the British Government justly to the Emperor's word, and how can there be lasting peace between the two Governments?"

Two years later after the close of the Crimean War the Treaty of Tientsin was signed, and from the Treaty of Tientsin (although, as we have seen, it had to be enforced) dates our present era of trade with China.

Two years later again a treaty was arranged with the Emperor of Japan for the establishment of a British Minister and Consuls in Japan, and for the opening to British subjects of the principal ports and cities of that country, with power to buy and sell direct with Japanese subjects. A number of other privileges were also secured, and if we were not able to avail ourselves of them at once, it was due to an unfortunate clause in the treaty about the currency. This led to many unpleasant disputes until a fresh treaty in 1868 solved the difficulty.

Thus another enormous new market was opened to us soon after the Crimean War, and principally, too, through the diplomatic ability of Lord Elgin, who, while waiting for China to come to terms, made a trip to Yedo, and concluded the Treaty. A Japanese law existed which made it a capital offence for natives to travel abroad.

John Company very early in the 17th century sent an agent to Japan, and about the year 1610 obtained a treaty giving him rights to enter all the ports of Japan for trading purposes. But as usual, the Dutch made much out of this concession, and indeed, made the Dutch so unpopular that he gave it up. Then the

Portuguese attempted to chip in, but gave as much offence that trade with them was prohibited by the Tycoon under pains and penalties. After a time John Company wanted to resume relations, and sent out some ships in the last quarter of the 17th century. But he had forfeited his trading rights, and the Japanese Government, having made up their minds that the English and the Portuguese were much the same, and all a bad lot together, extended the prohibition decree to them also. Later on John Company managed to effect an entrance again, but he never did much in Japan, and in fact down to the present century nobody did.

The Americans got a footing before we did (although Admiral Stirling was not long behind them in getting Nagasaki and Hakodate opened to British ships), and we shall, therefore, presently deal with the Americans in Far Cathay.

### NEWCHWANG.

(FROM OUR CORRESPONDENT.)

NEWCHWANG, October 10th, 1892.

The last foreign man-of-war that visited our port was the British gunboat *Redpole*, as I informed you in a previous letter; unfortunately she had to leave three of her crew behind, while the third was left in charge of the patients, nursing them and tending them generally. The two men have recovered, but it seems their attendant became infected, and his life was despaired of for some time. However the crisis is passed safely now, and it is hoped that he will get over it at last.

Talking about typhoid fever, I am sorry to inform you that Mrs. Carlos, the wife of one of our most popular pilots, is very sick, stricken with the same malady, but it is fervently hoped that she will get over this illness all right. The question naturally arises, what is the cause, what is there about typhoid fever should appear to be so prevalent at this port? It is a question to be dealt with by Dr. Morrison, who to all intents and purposes is the local "Medical Officer of the Port," and I should be delighted to see an essay of his on this subject in some future *Customs* report, seeing that Dr. Morrison is attached to the Customs establishment as medical adviser. But if the learned doctor would prefer to throw some light on the subject, through the columns of the *Journal* of the China Branch of the Royal Asiatic Society, no doubt such a contribution, coming from such a competent source, would be of the utmost professional value. We are very glad to have Dr. Morrison back amongst us; his recent holiday in Japan seems to have done him an immense deal of good, and he looks stronger now than ever. During his absence his duties were very ably attended to, and most satisfactorily discharged by Dr. Brownling, who, who, unfortunately, left after Dr. Morrison's return. It was with the utmost regret that our small foreign community saw the departure of Dr. and Mrs. Brownling for their own home in Ningpo.

There are 16 steamers and 5 "wind-jammers" in port now, and export cargo is by no means wanting; but still business is not very brisk, owing to the shipowners being reluctant to buy. Perhaps Mr. Jack Frost will soon step in and bring both sellers and buyers to convenient terms.

One of the late steamers in port was the Norwegian *Wanhsing*, which had taken a cargo of railway material to Tientsin for the Tientsin-Shankuan-Newchwang railway; oh, how we long to hear the piping whistles of those locomotives! An event of local interest will presumably come off early in the month of the launch of Mr. Carlos's new pilot-boat; it has been such a very long time on the stocks now that the wood must be considered well seasoned, so we will, no doubt, turn out a great success.

Dr. and Mrs. Greig arrived here on the 17th last per steamship *Taku*. Your readers will no doubt remember the cruel and worse than brutal treatment that the doctor was subjected to last year by the followers of one of the humble Celestial mandarins, who are supposed to be responsible for the good government of Kirin, in these fine Manchurian provinces. Thanks to the "masterly inactivity" of Sir John Waltham, the Doctor as yet has received no compensation for the serious illness which he sustained last year, or for the horrible bodily tortures to which he was subjected. It is to be hoped that things may change for the better when Mr. O'Connor comes out at the same time it is also to be hoped that the matter may be taken up in Parliament.

I regret to have to report that our small community is to lose Mr. and Mrs. Artyon, who are about to leave for Tientsin. Their Artyon successor, Mr. Bullock, and his family, will per steamship *Yunnan*. Now that we shall soon be cut off from the outside world by ice, except per telegraph and overland caravans, would you mind sending me a pair of skates by next steamer?

There are three Chinese cruisers outside the bar, belonging to the fleets of the Viceroy of Canton and built at the Foochow Arsenal; they arrived here from Taku and are temporarily attached to the Pelyang squadron, to be picked into shape and taught how many naval beans make five—*Shanghai Mercury*.

### CHINAN-FU.

October 14th, 1892.

It was only a few days after posting our last letter, referring to the freedom from danger of the Yellow River, that the river burst its south embankment some 20 miles east of the city, flooding the different districts to the east right up to the sea, or getting within the already high waters of the Haiyangchong river. At once the two Tientsin channels were degraded, but the water in the river did not rise so high as the lower officials have all been degraded and removed from their duties entirely. Another opening occurred in the south embankment further to the east, near the city of Lichin, and so hundreds of villages are in distress again. A large portion of the region now flooded was that relieved three years ago by foreigners. This time, very shortly after the break, money came down from Peking for distribution among the distressed people, but there is no doubt of their being considerably suffering during the coming winter. Still there is no general intention of making any appeal for foreign aid, for unless the Yellow River is managed in some thorough way there will certainly be floods somewhere along the river every year.

In connection with this we notice that there are reports that the Haiyangchong river, which has been embanked under the management of Shing Tsotai, is now in many parts levelled with the surrounding country through the rush of floods.

As another calamity, or fear of such, there have been rumours of a rebellion in the region of Wei Hates. The official of that district was changed, a special military official with several hundred soldiers being sent there from the capital, and the band of the rebels or robbers who were called a "king" was beheaded, while sixty or seventy more were sent on to Chinan Fu. The mass of the people have no interest in the efforts of these men, and there is a likelihood that the disturbance will soon be suppressed and peace maintained.

The Protestant and Roman Catholic missionaries previously mentioned is not far from the region of the rebellion. The same continues to show a

variety of unexpected incidents. The Italian priest came back from Peking and informed the delegates that he was willing to accept their previous plan of mediation, then in a few days fresh orders came from Peking, as the result of the French Minister taking action on behalf of the priest. This disgusted the officials, but as orders had come they had to be issued to the local official. The Americans hearing of the new orders at once sent a telegram to the American Minister, presenting the other side, and new orders were issued. The former delegates were appointed to again try to mediate, and the prospects now seem favourable. At the same time the local official has summoned some of the parishes, and failing to reach a decision acceptable to both sides, has now tried to mediate. We sincerely hope the matter may be soon settled, and this is the hope of the officials as well. There has been one advantage in that the two religions are now pretty well distinguished, and the methods of the two sides are understood.

Over a month ago a special deputy was sent to Yenchow Fu to try to settle a new case of the German Catholic Mission which has arisen in connection with a small piece of property purchased in a village of that district, but the deputy has returned twice, failing each time to accomplish anything. Not only so, but on the appearance of a new Prefect at Yenchow Fu, rumours were set afoot of his bringing a whole lot of foreigners with him, and the people have again decided to prohibit all foreigners from entering their boundaries.

About a year since an American missionary, previous to his return home, visited the cities of Yenchow Fu, Chih Fu, and Chou Hsien and owing to old friends in these places managed to visit and pass through them without molestation. He was also given a farewell banquet by several of his official friends in Chingchow. Two American families are now peacefully establishing themselves in Chingchow, and the work of both Protestant and Roman Catholics is now being fully protected in that large city. The Catholic priests of the German mission are also located in the city of Ichow Fu, and live in the southern suburb of that city for fully three years. It thus seems that both Catholics and Protestants are pressing forward into all parts of the province, and there is a danger of more or less collision, if proselytizing between them is encouraged.

A few weeks ago a new Salt Commissioner named Li arrived here, who for some years has been the Taoist at Kikiang.

The Taoist of this city has been kept busy for two months on the Yellow River, but is expected back soon. The Governor has also been away for several weeks, but has lately returned, with territorial duties, as well as those on the Yellow River, and with foreigner, they are kept busily occupied.—*N. C. Daily News Correspondent*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given to the invalid. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

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## To be Let.

TO LET,  
WITH IMMEDIATE POSSESSION.  
THE Large Handsome SHOP, No. 24,  
Queen's Road Central, lately occupied by  
Dakin Bros. of China, Limited.  
Also,  
Two Large AIRY ROOMS on the Top Floor  
of above.  
Apply to  
DAKIN, CRUICKSHANK & Co., Ltd.,  
Victoria Dispensary,  
Hongkong, 2nd August, 1892.

## For Sale.

THEY LEAD THEM ALL.  
THE CELEBRATED  
CALIFORNIA WINES,  
from the well-known Vineyards of Messrs.  
KOHLE and VAN BERGEN, San Francisco,  
and JULIAN P. SMITH (Olivina) Livermore,  
California.  
Guaranteed to be Pure and Unadulterated.  
Pure BLACKBERRY-BRANDY and fresh  
Consignments of BARTLETT SPRING  
MINERAL WATER by each Steamer.  
Prices forwarded on application to  
MACONDRAY BROTHERS & Co.,  
Commission Merchants,  
No. 30, Water Street,  
Yokohama.  
Yokohama, 12th August, 1892.

## FOR SALE.

THE SCHOONER  
"MONTIARA,"  
AS SHE NOW LIES IN YAU-MAT TAY.  
Length 75 feet.  
Beam 17 feet.  
Depth of hold 7 1/2 feet.  
Registered Tonnage 75 tons.  
(Owing to recent alterations the carrying  
capacity of the Montara has been increased to  
about 120 tons dead weight.)  
The Montara was built in Singapore, is most  
solidly constructed of teak throughout, with iron-  
wood frames, has recently been thoroughly  
overhauled under experienced European superin-  
tendence, and is now in excellent condition.  
She is a very fast sailer and a most suitable  
vessel for the Canton kerosene trade, or would  
make a first-class lighter.  
For Particulars as to Price, &c., apply to  
R. FRASER-SMITH,  
6, Pedder's Hill,  
Hongkong, 17th May, 1892.

## FOR SALE.

THE ENGINES AND BOILER OF THE  
CHINESE GUNBOAT "CHOP-CHUNG,"  
AS THEY LIE AT ANBERDEN DOCK.  
THE Engines of the Chop-chung were  
constructed by Messrs. INGLIS & Co., of  
Wanchai, and are of the Compound Inverted  
Cylinder Direct-Acting Surface Condensing type.  
Cylinders 20 1/2 and 30 1/2 dia., with a stroke of 25 1/2.  
The Crank Shaft is 6 1/2 dia., at the Crank pin  
and 7 1/2 dia. at the Journals. The H.P. Piston  
Rod is 3 1/2 dia. and the L.P. 2 1/2 dia. The Piston  
and Connecting Rod bolts are 2 1/2 dia., Air Pump  
1 1/2 dia., by 13 stroke, Single Acting, Circulating  
Pump 8 1/2 dia., by 13 stroke, and Double Acting  
Feed and Bilge Pump (one each) 3 1/2 dia., by 13  
stroke.  
These Engines have been very little used and  
are in thoroughly good order.  
The Boiler is of the Horizontal Multitubular  
type, with three Furnaces and vertical Domes on  
top. Its dia. is 60 1/2 by 9 ft. 10" long, external  
measurements; Furnaces, 24 1/2 dia.; Domes,  
44 1/2 dia., by 4 ft. high; Tubes, 184 in number by  
3 1/2 ex. dia. It is in fairly good condition, having  
recently undergone considerable repairs, and  
would last in active service for over five years.  
The Engines and Boiler can be inspected on  
application to the Superintendent at Aberdeen  
Docks.  
For further particulars, apply to  
R. FRASER-SMITH,  
6, Pedder's Hill,  
Hongkong, 17th May, 1892.

## Intimations.

THE NORTH AUSTRALIAN BUTCHER-  
ING COMPANY, SINGAPORE.

THIS Company butchers only AUSTRA-  
LIAN CATTLE (200 head arrive monthly  
by their Steamer "DARWIN"), and they now  
supply Steamer with their set-stocks, &c. of  
AUSTRALIAN FRESH BEEF at the same  
price as Native Beef.  
Orders, either for carcasses or smaller  
quantities, will receive immediate execution,  
and may be sent through Dubashes (i.e. Ships  
Compradores) or direct to any of the given  
addresses.  
ASK FOR AUSTRALIAN MEAT AND SEE  
THAT YOU GET IT.

OFFICES—3A, Raffles Place, Singapore; Tele-  
phone No. 113.  
BUTCHERING ESTABLISHMENT—Orchard Road;  
Telephone No. 184.  
CATTLE CAMP—New Harbour; Telephone No.  
25.  
Singapore, 1st September, 1892.

PIANOS, ORGANS,  
MUSICAL INSTRUMENTS  
OF ALL KINDS  
BY THE BEST ENGLISH AND  
FOREIGN MAKERS.

FOR SALE, HIRE, OR ON THE EASY  
PAYMENT SYSTEM.

Illustrated Catalogues free.  
MOUTRIE,  
ROBINSON & Co.  
(UNDER HONGKONG HOTEL)  
HONGKONG.

ALL our PIANOS are made specially for us  
with Iron Frames, Check Action, Fall Trichord.  
Solid Cases, and are beautiful in Tone and  
Touch.

REPAIRS A SPECIALTY.

## Intimations.

## THE MOUNT AUSTIN HOTEL,

Telegraphic address,  
"EXCELSIOR," Hongkong. 1,400 FEET ABOVE SEA LEVEL.  
A. B. C. Code. TELEPHONE  
No. 35.

TARIFF FROM DECEMBER 1st, 1892, UNTIL APRIL 30th, 1893, SUBJECT TO  
ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person ..... \$ 3.00  
Board and Lodging by the Day for Married Couples occupying one room ..... 4.50  
Board and Lodging by the Month, one person ..... 60.00  
Board and Lodging by the Month for Married Couples occupying one room ..... 100.00

(CHILDREN BY SPECIAL ARRANGEMENT)

Sitting-room by the Day ..... \$ 2.50  
Sitting-room by the Month ..... 30.00  
Extra Bed-room by the Day ..... 2.00  
Extra Bed-room by the Month ..... 20.00  
Bed and Breakfast ..... 2.50  
Breakfast ..... 0.75  
Chinese Servants by the Day ..... 0.15

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced  
rates.—For further Particulars apply at the Company's Office, 38 and 40, Queen's Road Central,  
or to R. FISHERWOOD, Manager, Mount Austin Hotel,  
Hongkong, 13th October, 1892.



## THE FINEST HOTEL IN THE EAST.

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo  
Railway and is in near proximity to the Imperial Palace, the Parliament House and the  
Chief Public Offices.  
There are no inside rooms, thus securing well lighted, ventilated and cheerful accommo-  
dations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the  
comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and  
floral festivals being of daily occurrence are to be seen at their best and on a grander scale than  
in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their  
head-quarters.

RATES, \$3 TO \$4.50 PER DAY.

C. S. ARTHUR,  
Manager.

CENTRAL HOTEL,  
SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the  
centre of the Settlements, has lately undergone extensive alterations, and is now fitted with  
the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites  
and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated  
to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

F. E. REILLY,  
PROPRIETOR.

DENTISTRY.  
FIRST CLASS WORKMANSHIP  
AND  
MODERATE FEES.  
MR. WONG TAI-FONG.  
Surgeon Dentist,  
(Formerly articled Apprentice, and latterly  
assistant to Dr. ROGERS),  
HAS REMOVED  
TO  
THE BANK BUILDINGS,  
QUEEN'S ROAD,  
(Opposite Hongkong Hotel).  
CONSULTATION FREE.  
Hongkong, 27th July, 1892.

SIEN TING,  
SURGEON DENTIST,  
No. 10, D'ARIGUAL STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1892.

Hotels.  
PEAK HOTEL.  
OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed  
HOTEL, situated at a height of 1,550 feet  
above sea-level, having been leased by the  
Proprietors of the "VICTORIA HOTEL," is  
now open and will be run in conjunction with  
their HOTEL in Queen's Road, thus enabling  
them to offer special inducements to Visitors and  
Residents.

SPECIAL WINTER RATES.  
The Rates for BOARD and LODGING during  
the Winter Months, from November 1st to  
March 31st, have been reduced as follows:—  
One person, one month ..... \$50.00  
Married couple (occupying one room) per  
month ..... 85.00  
One person per day ..... 2.50  
Married couple per day ..... 3.50  
For full particulars apply to  
VICTORIA HOTEL.  
Hongkong, 25th October, 1892.

THE SHAMHEEN HOTEL.  
BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably  
situated within a few minutes' walk of the  
River Steamer Wharves, is now open to receive  
Visitors.  
The Bed-rooms are cool, airy and comfortably  
furnished, and the spacious Dining Room, Sitting  
Rooms, and accommodation generally will be  
found equal to the best Hotels in the Far East.  
The Table D'Hôte is supplied with every  
luxury in season, and the cuisine is in expert  
cooking hands.  
Wines, Spirits, Malt Liquors, etc., of the best  
quality only.  
A WELL APPOINTED BILLIARD ROOM.  
A. F. DO ROZARIO,  
Manager.  
Hongkong, 1st September, 1892.

Hotels.  
WINDSOR HOTEL,  
(in Consanguine Buildings),  
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in  
WINDSOR HOUSE has now been  
removed to CONSAUAGH HOUSE.  
Cuisine under European management. Each  
Bed-room has its own Bath-room, Hot and Cold  
water. Passenger Elevator to all Floors.  
Charges from \$2 per day upwards.  
Special Rates for Families or Permanent  
Boarders. Offices and Rooms to let Unfurnished,  
and Rooms with or without Board, by day or  
month. Apply at the Office, No. 37, 3rd Floor.  
Hongkong, 23rd August, 1892.

BAY VIEW HOTEL.  
MR. OSBORNE begs to remind the Public  
that every possible arrangement has  
been made for the comfort and convenience of  
Visitors to this popular Summer Resort. "BAY  
VIEW" occupies the best situation on the  
Shau-ki-wan Road, commands an excellent view  
of the Harbour, and is always open to the cool  
breezes from the Southward. Steam-launches  
can at any time come alongside the jetty adjoin-  
ing the spacious lawn.  
The Cuisine is unrivalled in Hongkong, and  
only the best Brands of Wine, Spirits, Cigars,  
etc., are kept in stock. Private Dining-  
rooms prepared in First-class style on the  
shortest notice, and Meals can be served at all  
hours.  
Hongkong, 2nd May, 1892.

THE BOA VISTA HOTEL.  
BISHOPS BAY, MACAO.

THIS Hotel is situated on the sea shore  
in one of the best and healthiest parts of  
Macao, and commands an admirable view  
facing the South. Its accommodation is unsur-  
passed in the Far East.  
Every comfort is provided for Visitors, with  
an excellent Cuisine, and Wines, Spirits and  
Malt Liquors of the best brands.  
Hot, Cold, Shower and Sea Water Baths.  
Large and well Ventilated Dining, Billiard and  
Reading Rooms, and a well supplied Bar.  
A small Dairy is attached to the premises.  
Mrs. MARIA B. DOS REMEDIOS,  
Proprietress.

HAEUNSTEIN'S HOTEL,  
A MOY.

THIS First-class FAMILY HOTEL, is  
situated on the beach at KULANGSOO  
and has First-Class Accommodation for Visitors.  
An EXCELLENT TABLE is kept, and  
WINES, SPIRITS, and MALT LIQUORS of  
the very best quality.  
Terms Moderate.  
R. HELLWIG,  
Proprietor.  
Alday, 1st September, 1892.

## Mails.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE,  
CHINA AND JAPAN.

PROPOSED SAILINGS FROM  
HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of China | Wednesday | Nov. 2nd.  
Empress of India | Wednesday | Nov. 30th.  
Empress of Japan | Wednesday | Dec. 28th.

THE R. M. S. "EMPERESS OF CHINA,"  
Captain R. Archibald, Commander, sailing at  
Noon, on WEDNESDAY, the 2nd November,  
8.30 with Her Majesty's Mail, will proceed to  
VANCOUVER, and SHANGHAI, KOBE,  
INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.  
(In Mexican Dollars).  
FROM HONGKONG, FIRST CLASS.

TO	Use Vat in pass.	Prepaid return.
Vancouver, Victoria, Esqui- mault, New Westminster, B.C., Seattle, Tacoma, Wash., Portland, Ore., San Francisco, Hank. Calgary, Albu. Winnipeg, Man. To Minneapolis, St. Paul, Chicago, Ill. St. Louis, Mo. Milwaukee, Wis. Detroit, Mich. Cincinnati, Ohio Hamilton, London, Toronto, Ont. Buffalo, Niagara Falls, N.Y. Kingston, Ottawa, Ont., Mon- treal, Quebec, Que. New York, Albany, Troy, Rochester, N.Y. Baltimore, Md., Philadelphia, Pittsburg, Pa. Washington, D. C., Boston, Mass., Portland, Me. Halifax, N.S., St. John, N.B. Liverpool and London via Li- verpool Paris, via Liverpool and Lon- don Havre, via Liverpool and Lon- don Bremen, Hamburg,	4 mos. 12 mos.	394 483 499 517 534 543 575 650 690 735 750 765 780 795 810 825 840 855 870 885 900 915 930 945 960 975 990 1005 1020 1035 1050 1065 1080 1095 1110 1125 1140 1155 1170 1185 1200 1215 1230 1245 1260 1275 1290 1305 1320 1335 1350 1365 1380 1395 1410 1425 1440 1455 1470 1485 1500 1515 1530 1545 1560 1575 1590 1605 1620 1635 1650 1665 1680 1695 1710 1725 1740 1755 1770 1785 1800 1815 1830 1845 1860 1875 1890 1905 1920 1935 1950 1965 1980 1995 2010 2025 2040 2055 2070 2085 2100 2115 2130 2145 2160 2175 2190 2205 2220 2235 2250 2265 2280 2295 2310 2325 2340 2355 2370 2385 2400 2415 2430 2445 2460 2475 2490 2505 2520 2535 2550 2565 2580 2595 2610 2625 2640 2655 2670 2685 2700 2715 2730 2745 2760 2775 2790 2805 2820 2835 2850 2865 2880 2895 2910 2925 2940 2955 2970 2985 3000 3015 3030 3045 3060 3075 3090 3105 3120 3135 3150 3165 3180 3195 3210 3225 3240 3255 3270 3285 3300 3315 3330 3345 3360 3375 3390 3405 3420 3435 3450 3465 3480 3495 3510 3525 3540 3555 3570 3585 3600 3615 3630 3645 3660 3675 3690 3705 3720 3735 3750 3765 3780 3795 3810 3825 3840 3855 3870 3885 3900 3915 3930 3945 3960 3975 3990 4005 4020 4035 4050 4065 4080 4095 4110 4125 4140 4155 4170 4185 4200 4215 4230 4245 4260 4275 4290 4305 4320 4335 4350 4365 4380 4395 4410 4425 4440 4455 4470 4485 4500 4515 4530 4545 4560 4575 4590 4605 4620 4635 4650 4665 4680 4695 4710 4725 4740 4755 4770 4785 4800 4815 4830 4845 4860 4875 4890 4905 4920 4935 4950 4965 4980 4995 5010 5025 5040 5055 5070 5085 5100 5115 5130 5145 5160 5175 5190 5205 5220 5235 5250 5265 5280 5295 5310 5325 5340 5355 5370 5385 5400 5415 5430 5445 5460 5475 5490 5505 5520 5535 5550 5565 5580 5595 5610 5625 5640 5655 5670 5685 5700 5715 5730 5745 5760 5775 5790 5805 5820 5835 5850 5865 5880 5895 5910 5925 5940 5955 5970 5985 6000 6015 6030 6045 6060 6075 6090 6105 6120 6135 6150 6165 6180 6195 6210 6225 6240 6255 6270 6285 6300 6315 6330 6345 6360 6375 6390 6405 6420 6435 6450 6465 6480 6495 6510 6525 6540 6555 6570 6585 6600 6615 6630 6645 6660 6675 6690 6705 6720 6735 6750 6765 6780 6795 6810 6825 6840 6855 6870 6885 6900 6915 6930 6945 6960 6975 6990 7005 7020 7035 7050 7065 7080 7095 7110 7125 7140 7155 7170 7185 7200 7215 7230 7245 7260 7275 7290 7305 7320 7335 7350 7365 7380 7395 7410 7425 7440 7455 7470 7485 7500 7515 7530 7545 7560 7575 7590 7605 7620 7635 7650 7665 7680 7695 7710 7725 7740 7755 7770 7785 7800 7815 7830 7845 7860 7875 7890 7905 7920 7935 7950 7965 7980 7995 8010 8025 8040 8055 8070 8085 8100 8115 8130 8145 8160 8175 8190 8205 8220 8235 8250 8265 8280 8295 8310 8325 8340 8355 8370 8385 8400 8415 8430 8445 8460 8475 8490 8505 8520 8535 8550 8565 8580 8595 8610 8625 8640 8655 8670 8685 8700 8715 8730 8745 8760 8775 8790 8805 8820 8835 8850 8865 8880 8895 8910 8925 8940 8955 8970 8985 9000 9015 9030 9045 9060 9075 9090 9105 9120 9135 9150 9165 9180 9195 9210 9225 9240 9255 9270 9285 9300 9315 9330 9345 9360 9375 9390 9405 9420 9435 9450 9465 9480 9495 9510 9525 9540 9555 9570 9585 9600 9615 9630 9645 9660 9675 9690 9705 9720 9735 9750 9765 9780 9795 9810 9825 9840 9855 9870 9885 9900 9915 9930 9945 9960 9975 9990 10005 10020 10035 10050 10065 10080 10095 10110 10125 10140 10155 10170 10185 10200 10215 10230 10245 10260 10275 10290 10305 10320 10335 10350 10365 10380 10395 10410 10425 10440 10455 10470 10485 10500 10515 10530 10545 10560 10575 10590 10605 10620 10635 10650 10665 10680 10695 10710 10725 10740 10755 10770 10785 10800 10815 10830 10845 10860 10875 10890 10905 10920 10935 10950 10965 10980 11000

All the above Rates are in Mexican Dollars.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Service, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return  
tickets to San Francisco will be issued at fol-  
lowing rates:—  
4 months ..... \$337.50  
12 months ..... 393.75

Time is reckoned from date of issue to date of  
re-embarkation at San Francisco.  
Passengers, who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. from Return Fare.  
This allowance does not apply to through fares  
from China and Japan to Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Hawaii, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages will  
be received at the Office until 5 P.M. same day;  
all Parcel Packages should be marked to ad-  
dress in full value of same is required.

Consular Invoices to accompany Cargo des-  
tined to ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
Hongkong, 1st November 1892.

PRIVATE BOARD AND RESIDENCE,  
"GLENDALE BUILDINGS"  
(No. 12 and 14, Wyndham Street.)  
MRS. GILLANDERS has VACANCIES  
for RESIDENT BOARDERS and VISITORS,  
also Accommodation for TABLE BOARDERS.  
Hongkong, 4th July, 1892.

LEVY HERMANOS.  
IMPORTERS of JEWELLERY and DIA-  
MONDS in great variety, by every Mail,  
the consignments of latest Novelties from  
Europe.  
—CHRONOMETERS, CLOCKS, and  
WATCHES of all kinds. Handsome TIME  
PIECES, and all kinds of Optician's Goods.  
LEVY HERMANOS,  
10, Queen's Road Central,  
Opposite the Telegraph Companies' Office.  
Hongkong, 16th September, 1892.

G. FALCONER & CO.  
WATCH and CHRONOMETER MANU-  
FACTURERS and JEWELLERS,  
NAUTICAL INSTRUMENTS,  
—CHARTS and BOOKS.  
No. 45, Queen's Road Central.

CHS. J. GAUPP & CO.  
CHRONOMETER, WATCH and CLOCK  
MAKERS, JEWELLERS, SILVER-  
SMITHS, and OPTICIANS.  
—CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prize at every Exhibition;  
and for Voltaire and Sohn's  
CELEBRATED OPERA GLASSES.  
MARINE GLASSES and SPYGLASSES.  
No. 8, Queen's Road Central.

HONGKONG TIMBER  
YARD, WANCHAI.  
OREGON, PINE, SPARS and LUMBER  
Always on Hand.  
L. MALLORY.  
Hongkong, 24th June, 1892.

Printed and Published by ROBERT FRASER,  
SMITH, No. 6, Pedder's Hill, in the City of  
Hongkong.

## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY  
THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING AT  
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.  
Peru ..... Saturday, 19th Nov.  
City of Rio de Janeiro ..... Saturday, 10th Dec.  
(via Honolulu)

THE U. S. Mail Steamship  
"PERU"  
will be despatched for SAN FRANCISCO, via  
YOKOHAMA, on SATURDAY, the 19th Nov.,  
at 1 P.M., taking Passengers and Freight for  
Japan, the United States, and Europe.

RATES OF PASSAGE.  
From Hongkong, First-class.  
To San Francisco, Vancouver,  
Victoria, Esquimaux, New  
Westminster, Port Townsend,  
Seattle, Tacoma, Portland, O.  
To Liverpool and London ..... 325.00  
To Paris and Bremen ..... 345.00  
To Havre and Hamburg ..... 355.00  
Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of Steamers.